

Street. A picture ID will be required for admittance.

Dated: January 31, 1995.

**Richard E. Shrum,**

*ITAC Executive Secretary.*

[FR Doc. 95-3410 Filed 2-9-95; 8:45 am]

BILLING CODE 4710-45-M

**[Public Notice 2162]**

**Shipping Coordinating Committee, International Maritime Organization (IMO) Legal Committee; Meeting**

The U.S. Shipping Coordinating Committee (SHC) will conduct an open meeting at 1:00 p.m., on Thursday, March 16, 1995, in Room 2415 of U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC. The purpose of this meeting is to prepare for the 72nd Session of the International Maritime Organization (IMO) Legal Committee, to be held April 3-7, 1995, and to report on the results of the Seventh Session of the Joint Intergovernmental Group of Experts (JIGE VII), held December 5-9, 1994, in Geneva.

To facilitate the attendance of those participants who may be interested in only certain aspects of the public meeting, the first subject addressed will be the draft International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS Convention). The second major subject, which will be considered at approximately 2:30 p.m., will be possible revisions to the 1976 Convention on Limitation of Liability for Maritime Claims ('76 LLMC). The last major subject, which will be considered at approximately 3:00 p.m., will be the JIGE negotiations regarding possible revisions to the International Convention of the Unification of Certain Rules Related to the Arrest of Ships, 1952 (1952 Arrest Convention).

The Current draft of the HNS Convention imposes strict liability upon the shipowner with an additional international fund (second-tier fund) modeled after the International Oil Pollution Compensation Fund. The draft HNS Convention provides compensation for environmental damage as well as personal injury and property damage from a broad range of substances. At the 71st Session, the Legal Committee finalized decisions on several issues regarding the draft HNS Convention and agreed in principal on several others. However, other important questions remain to be resolved. Additionally, it is expected that the 72nd Session of Legal

Committee will complete a final review of the draft articles of the HNS Convention, making it the last session for substantive work on the Convention before a scheduled 1996 Diplomatic Conference. The views of the public are requested.

The Legal Committee resumed deliberations on the '76 LLMC at the 71st Session. Several decisions were made, and discussions centered on a draft protocol which provides for raising the limits of liability, changes made necessary by a decision to link the HNS Convention to other limitation of liability regimes, and a streamlined tacit amendment procedure. Work will continue at the 72nd session. Although the United States has not ratified the '76 LLMC, interests within the United States—such as owners of foreign flag vessels and passengers on foreign flag vessels—may be affected by changes to the Convention. The views of the public are requested.

Several important decisions were made at JIGE VII regarding possible revisions to the 1952 Arrest Convention. The principle focus of JIGE VII was as follows: (1) Expanding of the list of maritime claims, consistent with the changes in the 1993 Maritime Liens and Mortgages Convention, for which a vessel may be arrested; (2) whether personal liability of the owner is a prerequisite to arrest, particularly when the claim is secured by a maritime lien; (3) whether the arrest should give the respective arresting court jurisdiction to decide the merits of the case; and (4) the extent to which the Convention should be applied to vessels of non-contracting states. The United States has not ratified the 1952 Arrest Convention. However, the interests of United States owners of foreign flag vessels, cargo owners, and maritime claimants and lienholders may be affected by changes to the Convention. The views of the public are requested.

Member of the public are invited to attend the SHC meeting, up to the seating capacity of the room. For further information or to submit views concerning the subjects of discussion, contact either Captain David J. Kantor or Lieutenant Commander Steven D. Poulin, U.S. Coast Guard (G-LMI), 2100 Second Street, SW., Washington, DC 20593, telephone (202) 267-1527, telefax (202) 267-4496.

Dated: February 1, 1995.

**Charles A. Mast,**

*Chairman, Shipping Coordinating Committee.*

[FR Doc. 95-3411 Filed 2-9-95; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Aviation Proceedings; Agreements Filed During the Week Ended February 3, 1995**

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days of date of filing.

*Docket Number:* 50106

*Date filed:* January 30, 1995

*Parties:* Members of the International Air Transport Association

*Subject:* TC23 Reso/P 0684 dated January 27, 1995 r-1 to r-3 TC23 Reso/P 0685 dated January 27, 1995 r-4 to r-12 Expedited Europe-South East Asia Resos

*Proposed Effective Date:* February 28/ March 1, 1995

*Docket Number:* 50113

*Date filed:* February 3, 1995

*Parties:* Members of the International Air Transport Association

*Subject:* COMP Telex Mail Vote 728 Reso 010cc—Cargo Currency Adjustment

*Proposed Effective Date:* April 1, 1995

**Myrna F. Adams,**

*Acting Chief, Documentary Services Division.*

[FR Doc. 95-3345 Filed 2-9-95; 8:45 am]

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**Federal Aviation Administration**

**Research, Engineering and Development Advisory Committee; Aviation Weather Subcommittee; Meeting**

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Public Law 92-362; 5 U.S.C. App. I), notice is hereby given of a meeting of the Aviation Weather Subcommittee of the Federal Aviation Administration (FAA) Research, Engineering and Development (R,E&D) Advisory Committee to be held Friday, February 24, 1995, 2 p.m. to 5 p.m. The meeting will take place at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, in the MacCracken Room on the tenth floor.

The agenda for this meeting will include: a review and discussion of the task statement; discussion of work assignments for committee members; and consideration of issues to be discussed at the next meeting.

Attendance is open to the interested public, but limited to space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral

statements, obtain information, or access the building to attend the meeting should contact Mr. Carl McCullough, ASE-10, 800 Independence Avenue, SW., Washington, DC, at (202) 287-8595, who will serve as the FAA Designated Federal Official to the Subcommittee.

Members of the public may present a written statement to the subcommittee at any time.

Issued in Washington, DC, on February 7, 1995.

**Andres Zellweger,**

*Director, Office of Aviation Research.*

[FR Doc. 95-3417 Filed 2-9-95; 8:45 am]

BILLING CODE 4910-13-M

## Federal Highway Administration

[FHWA Docket No. 95-6]

### Federal Highway Cost Allocation Study

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; request for comments.

**SUMMARY:** This notice requests public comment on issues related to a new Federal highway cost allocation study (HCAS) that the FHWA is initiating. Comments on recommendations emanating from an October 1994 cost allocation workshop are requested, in addition to comments on other issues that should be considered in planning and conducting the new study. Preliminary copies of the workshop proceedings are available from Mr. James March, who may be contacted at the phone number shown below.

**DATES:** This docket will remain open until the study is completed. However, in order for comments responding to issues raised by this notice to be considered during critical early stages of the study, they should be received no later than April 11, 1995.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. 95-6, Federal Highway Administration, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington DC 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:** Mr. James March, Office of Policy Development, at (202) 366-9237 or Mr. Steven Rochlis, Office of Chief Counsel, at (202) 366-0780, Federal Highway

Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Background

The last comprehensive Federal HCAS was conducted from 1978 to 1982, pursuant to Section 506 of the Surface Transportation Assistance Act (STAA) of 1978 (Pub. L. 95-599). That section stipulated that the study was to investigate the distribution of Federal highway program costs among the various classes of highway vehicles that occasion such costs. It also called for an assessment of current Federal user charges and recommendations for more equitable user charge alternatives. In addition, Section 506 directed the Congressional Budget Office (CBO) to develop guidelines for the cost allocation study, including procedures to be employed in determining the equitable allocation of highway costs and the information needed to apply those procedures.

Section 506 and the subsequent CBO guidelines established the general scope of the 1982 Federal highway cost allocation study. Specifically, the study was to focus on evaluating Federal highway program costs, not highway costs incurred by State and local transportation agencies. Also, the Federal user fee structure was to be evaluated on the basis of equity rather than economic efficiency, with equity measured in terms of the ratio of Federal user fees payments to Federal program costs occasioned by different vehicle classes.

The CBO guidelines listed several factors underlying the need for the 1982 Federal cost allocation study, including the effect of energy policies on fuel consumption and tax revenues, the shift in the Federal highway program's emphasis away from new construction and toward repair and rehabilitation, the long time that had elapsed since the last comprehensive Federal cost allocation study, and the fact that methods used in previous studies could be improved upon in a number of technical aspects and in the way they reflected the new mix of Federal highway programs.

Similar factors are relevant today and suggest that a new Federal cost allocation study would be timely. The last comprehensive highway cost allocation study was completed over 12 years ago and much of the data upon which that study was based are

outdated. Energy and environmental initiatives continue to affect fuel tax receipts, and considerations leading up to reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Public Law 102-240, 105 Stat. 1914, may require changes in current highway user fees. The ISTEA made fundamental changes in the structure of the Federal-aid highway program that have significant implications for cost allocation. Proposals currently being discussed to consolidate Department of Transportation programs could have even greater ramifications for highway cost allocation.

The General Accounting Office recommended in its 1994 report, *Highway User Fees: Updated Data Needed to Determine Whether All Users Pay Their Fair Share*, (report number GAO/RCED-94-181) that a new Federal cost allocation study be conducted as the basis for assessing the equity of Federal highway user fees. Without explicit Congressional guidance on the scope of a new cost allocation study, and recognizing the many changes in the highway program since the last study was completed, the FHWA conducted a two-day workshop in October 1994 to discuss a range of policy and technical issues that might be considered in the study. Over 75 persons representing Federal and State transportation agencies, transportation industries, academic institutions, consulting firms, and other organizations participated in the workshop. Preliminary proceedings of that workshop, which include many specific recommendations made by workshop participants, will be available for inspection in the docket; copies may be requested by calling Mr. James March at the phone number listed above under "For Further Information Contact:". During the course of the cost allocation study, working papers and other interim work products will be placed in the docket.

Among other things, workshop participants recommended that the cost allocation study consider:

(1) External costs of highway use and operation, such as congestion, accident costs, and air and noise pollution costs, as well as traditional highway agency costs;

(2) Alternative cost allocation methods, especially a marginal cost approach, along with traditional cost allocation methods;

(3) Highway-related revenues and expenditures for all levels of government, not just Federal revenues and expenditures;